

ceeding, especially the former. Mr. Tyrrell's topical song created quite a furore. All the latest local topics were treated in a clever and witty manner. Messrs Farley and Reid sang and acted their parts well. Tomorrow evening, the Company will appear in *La Perle*.

We (*N.C.D. News*) are sorry to hear of the deaths, from cholera, of the Rev. John Butler of the American Presbyterian Mission at Ningpo, and of his eldest son. Mr. Butler with his family and four other families of missionaries were on their way in boats from Chinkiang to Soochow. They all left Chinkiang together on Saturday night (the 10th instant) and got between one and two miles from the city when they anchored so as not to travel on Sunday. Divine service was held, and while it was being conducted, Mr. Butler's son was taken ill and had to be carried out of the meeting, though no one at the time thought the illness was serious. Later on, finding that it was, Miss Dr. Hoag of Chinkiang was sent for, but the child died at 3 a.m. on Monday. Previous to this Mr. Butler fell sick, so the Rev. Dr. Farham, who was one of the party, went into Chinkiang and obtained the assistance of Dr. White, who pronounced the case hopeless. Dr. Farham then went to obtain a coffin for Mr. Butler's son, and when he returned, he found that the father had died at noon. After the funeral, both coffins being deposited in one grave, some of the missionaries returned to Shanghai by the *Kiangyong* on the 13th instant, while others continued their journey to Soochow. Mr. Butler came out to Ningpo in 1868. He was a contributor to this paper, and recently wrote the descriptive notes on *Ta Lan Shan*.

The departure of the Royal Inniskilling from Singapore, a regiment well known in Hongkong, owing to it having been stationed here formerly, is thus chronicled by the *Strait Times* of the 12th instant:—The 27th Royal Inniskilling Fusiliers left Tainan Barracks for Tanjong Pagar wharf to embark on board the troopship *Ethiopia* at 6 o'clock this morning, and the remains of three Companies of the '3rd Buffs', which did not land for want of accommodation, marched into Barracks at the same time. The Band of the '3rd Buffs' escorted the Inniskillings as far as Grange Road; halted on one side of the Road, and struck up 'Auld Lang Syne' while the departing Regiment marched past amidst deafening cheers raised by their own men and which were returned by the new comers. The *Hindaya* will leave this early to-morrow for Mauritius and the Cape, and before finally parting with the 27th Royal Inniskilling Fusiliers, it may not out of place here to say that the Regiment, during their four years stay amongst us has certainly earned a name for itself for the good behaviour and orderly conduct of their men, who carry with them the best wishes of many friends whom they have made here. To the above, we may add the words of Major General Cameron, when addressing the officers and men after the inspection the other day, who said that he was not one to give praise where praise was not due. A steady Regiment on parade than the one before him he had seldom seen, and wherever they go, should they be called in action the gallant Inniskillings will no doubt distinguish themselves as they have always done, &c., &c. We wish them a pleasant passage, and a safe arrival at their destination.

The French transport *La Dives* left Shanghai on the afternoon of the 14th instant for Saigon.

Among the passengers on the *Glenruin*, from Foochow, were four Chinese *tyoungs* who were to go to Europe to superintend the construction of the new iron-clads for the Imperial Navy.

According to the *Java Bode's* Aboen correspondent, the public prosecutor in the *Canton* case demanded a fine of 30,000 guilders. The supercargo has appealed against the sentence imposing a fine of 20,000 guilders, to the Court of Justice at Padang.

The *N.C. Daily News* notices in the Home papers the announcement of the death of Mr. Sydney Laycock. He was Secretary of Legation in Japan in 1863 and was transferred to the Hague in 1868. In 1881 he was appointed Minister Resident in Serbia. He died from the effects of a sunstroke received in Belgrade.

A fire which broke out in Shanghai city on Sunday night, the 11th instant, burst forth at 5 a.m. on the 12th instant and one hundred and twenty houses were destroyed. It was caused by the bursting of a lamp, at least so the natives say, but it is always the same story, always knowing that does the mischief. As the tide was low, very little water was to be had when the fire broke out.

There was a brutal outrage in a village near Pagoda Anchorage on Wednesday evening, the 7th instant. A man, his wife and a daughter had lately returned here with their savings and opened a shop. On Wednesday night three or four Hunan soldiers, on the door open and tried to carry off the girl, presumably as a means of squeezing out a few dollars by way of ransom. She made a noise and then one of them killed her with a knife. The father and mother, who had come to the rescue of the child, were next attacked and so severely injured that they were not expected to recover. The authorities promptly secured two of the ruffians and are searching for the others. *—Frochow Echo.*

An Imperial Decree was published on the 13th instant in Peking, commanding the establishment of a seventh Board—the Hai Pu, or Board of Admiralty. His Imperial Highness Prince Ch'ing is appointed Pro-

vident: Prince Ch'ing (the Boileau Yi Kiang) President of the Young-Li Yamen) and Li Hung-chang, Vice-Presidents. Shan Ch'ing and the Marquis Tsing, Assistant Presidents. The drilling of recruits is to be commenced immediately at Tientsin under the direction of the Viceroy, and will be extended year by year throughout the Eighteen provinces. *—N.C.D. News.*

The Registrar-General's returns of births and deaths in the Colony of Hongkong for the third quarter of 1885 are published in the *Government Gazette*. There were 60 births amongst the British and foreign community and 314 amongst the Chinese. The deaths amongst the British community, 71 in number, were thus distributed:—British and foreign, 22; Portuguese, 16; Indian, 14; non-residents, 18; unknown, 1. There were 1,711 deaths amongst the Chinese. The annual death rate, per 1,000, for the quarter was—Whole population, 44.43; British and foreign community, 29.24; ditto deducting non-residents, 25.19; Chinese, 45.41.

On the 5th instant at about 11 a.m. the British steamer *Port Jackson* was in lat. 27.1 N. and long. 128.10 E. when those on board saw a vessel off Yonishima, one of the islands of the Luchu group. The craft was standing upright and appeared to be a tugboat which had stranded. Only the fore and main lowermasts apparently were standing. There were lots of junks alongside, but the white sails of what appeared to be foreign boats were also seen. The position of the wreck at noon on the same day was lat. 27.5 N. and long. 128.10 E. There is only a very slight possibility that this vessel is the *Casimere*, which became a wreck on the 13th September some 200 miles from Tancze-shima, though it is the vessel must have drifted considerably. The U.S.S. *Casimere* left Kobe on the 30th September to look for the *Casimere* which was on a voyage from Philadelphia to Kobe. Steps ought to be taken to ascertain whether the stranded vessel really is the *Casimere*. It would not take a man-of-war long to run out to the Luchu Islands for this purpose. *—N.C.D. News.*

The Batavian Government seems to be in even in a worse position, financially, than the Government of Hongkong. From a Batavian paper we learn that among other reductions of official expenditure in prospect is the pardoning of forty incurable beri beri patients among the convicts, from their having already cost the Government about 30,500 guilders. The convicts whose sentences are thus remitted will be left to their fate to perish from disease, misery, and want, at least there seems no prospect of anything being done to alleviate their lot. In Acheen, beri beri is so fearfully prevalent that, by last advice, about twenty persons often die in a day, 250 to 300 monthly to Padang. Within this year, in Acheen no less than three medical officers have been seized with beri beri, which is not only wasting away the army of occupation but also threatens to make it impossible for Europeans to stand against the life there from its attacks on them. From one outpost out of 200 Europeans about 17 had to be sent to hospital in consequence.

AUDACIOUS PIRACY AND MURDER ON A BRITISH STEAMER.

For many years past, there has been such an entire absence of piratical attacks on foreign vessels, either steamers or sailing vessels, that foreign Merchants in Hongkong and China and foreign ship-owners have fondly secured themselves that the days of piracy on foreign craft, once so common in the China Seas, especially in the Southern latitudes, were completely over. This pleasant belief has, however, been rudely shattered by the terrible tragedy which was enacted on board the British steamer *Greyhound* on Saturday last. It is many years now since anything of the same nature occurred, but the tactics employed by the daring men who committed the piracy on Saturday are exactly similar to those employed by the men who attacked the *Canton* river steamer *Spark* in 1874. The story of the attack in the *Greyhound* is as follows:—

The British steamer *Greyhound*, of London, 227 tons register, left here on Saturday morning (the 17th instant) at daylight, for Hoibow, with a general cargo and about 120 Chinese passengers and 30 of a crew on board. The steamer was under the command of Captain C. W. Syder, formerly chief officer of the British steamer *De Bey*; and was officered as follows:—George Sherville, first officer; C. F. Jacobsen, second officer; William Bennett, chief engineer; and George H. da Silva, second engineer; the rest of the sailors and firemen being Chinese. All went well with the vessel until she had arrived just off the island of Kai Lap (or Tai Lou), about 30 miles S.W. from the Ladrone Islands and about 70 miles from Hongkong, the historical hunting ground of the Kwantung pirates. It was then about noon, and those members of the Chinese crew who were not actually at work, were engaged on their mid-day meal on the fore-castle. The weather was somewhat rough, and the rest of the passengers were down on the 'tween decks, most of them more or less actually affected by *mal de mer*, and a number of men who afterwards turned out to be pirates, feigning to be so. The Captain and the Chief Officer were on the Bridge, amidsthip; the Second Officer and the Chief Engineer were at the after part of the ship, on the starboard side and the Second Engineer was down below in the engine room. While the crew were in the respective positions described, some of the passengers, on the pretext that they were sick, came on to the main deck from the main hatch, and some were a number on deck that they came out in their true colours as pirates, and commenced firing at the chief engineer and second officer. The latter were, of course, taken entirely by surprise, and rushed towards the saloon, amidsthip, where their cabins and the armory were. As they ran forward, they were fired at by several of the

men, and the second officer received no less than seven bullet wounds and the chief engineer two before he reached the fore-hold, where they took refuge. Immediately the first shot was fired the Captain looked round, and shouted to the man who had fired it; but at once he and the first officer seeing other men aim at them with their revolvers, realised what was going on, and while the Captain made to get to the chart room, on the bridge, where his revolver was, the Chief officer ran down the starboard steps leading to the main deck, thence down the saloon steps into his cabin below, in order to get his revolver. Here Sherville doctored himself, so as to get his revolver loaded. The Captain, less fortunate, was at once confronted by three or four of the ruffians who had reached the bridge by the port steps leading from the main deck and before he could reach the chart room (also on the port side) his assailants had poured a regular volley into him with their revolvers (some of them had two). The Captain, as might have been expected, offered a strenuous resistance before he was overpowered, but unarmed as he was, it was impossible for him to contend with the odds against him. We have not been able to find anyone who saw the whole encounter between the Captain and his murderers, but one of the crew saw the Captain pinned against the chart-house by one of the pirates, while another drove a long knife into his breast. They then lifted him up and threw him overboard, and fired at him even after he was in the water.

Meanwhile other members of the buccannery party were engaged in overhauling the other members of the crew and the rest of the passengers. The second engineer, hearing the shooting going on, came up on deck to see what was the matter. No sooner had he done so than he received by no means pleasant and pressing attentions from several of the desperadoes, who fired seven or eight shots at him, but luckily failed to hit him. He also made a dart for his room, which he succeeded in gaining without injury. Here he locked himself in, but on the pirates politely informing him that if he did not come out they would kill him, and that if he did and looked after the engines, they would not, he thought the wiser plan was to let his arbitrary masters have their own way. He then came out of his room, and was ordered down into the engine room, being accompanied by one of the pirates, a tall, muscular man who compelled the trembling lad to obey his orders at the muzzle of a revolver. At the top of the engine-room stairs stood another guardian, also armed with a revolver. The pursuer (Ohseng San Yu), a fluent speaker of English, was also visited by one of the murderous gang, who quietly asked him to step out of his room. At first, the pursuer seemed disinclined to comply, but a bullet passing dangerously close to his body, he obeyed with some alacrity. Outside his attendant saluted him in the same agreeable manner four times, but, strange to say, not one of the shots took effect on the object. Seeing what was wanted of him, the pursuer slipped a valuable jade-stone bangle off his arm, and handed it over to his dangerous attendant, and also promised him all his money. This seemed to satisfy the pirate, and firing ceased so far as the pursuer was concerned. He and the passengers were, however, advised to retire as quietly and as quickly as possible to the 'tween decks, over which the pirate leader had planted sentries.

In the meantime, those of the crew forward who were not required on duty, were also requested to retire aft, and the leaders, through some of the 'boys' who had secreted themselves in the cabin, informed the chief officer, who was still closeted in his own room, that if he consented not to hurt them, and gave up the keys of the treasure chest, they would not hurt him. Thinking prudence the better part of valour, the chief officer accepted these terms, and gave up the keys. He was then ordered into the fore-hold. He was afterwards ordered into the 'tween decks aft, where the second officer and chief engineer were also removed. There they all batted down, along with the bona fide passengers, and left to ruminate over their unhappy fate.

The pirates were now in full and undisputed possession of the ship. Two men with revolvers kept the bridge, and compelled the regular quartermasters to turn the ship about and steer in the direction of Hongkong. With the greatest *nonchalance* they now then scanned the horizon with the Captain's binoculars, and once when they saw a passing steamer and some junks they ordered the *Greyhound* to be steered away from them. Sometimes also, although they did not seem to understand the use of the 'telegraph', they would order the engines to be stopped, to go half-speed and so on, apparently for sheer dereliction and amusement.

While these two were thus employed on the Bridge, the other members of the band, which is estimated to have numbered between 30 and 40, were ransacking the Captain and officers' cabins; the saloon, and chart-room, taking everything which was of value and easily portable. Money and jewellery were the most favoured articles. Those drawers which were locked were pried open; the treasure (amounting to \$2000) was carried off, and they had also the audacity to take away the watches, bangles and earrings from the passengers, and even rifle them. Among the articles taken were a telescope (the stand was left

behind), bought only a few days before from Messrs Camp & Co. for \$90; five gold watches, three silver watches, four gold chains, four gold rings, some studs, six breach-loading rifles from the ship's arm-rack, two or three revolvers, two anchor lights, a telescope from the ship, several leather travelling bags, and a quantity of mandarin silk clothes, meant for presents, about 800 pieces of Chinese clothing, and some valuable Chinese medicines. One of the gold watches was encased and set in pearl. The only cargo taken was a box of opium. Altogether the property and money taken is valued at \$10,000, a pretty fair haul for a band of Chinese pirates. All these articles were collected together for transhipment, and about dusk, when the steamer had by this time made her way back to within 40 miles of Hongkong, and was quite near Man-an, one of the Ladrone, three junks came alongside in answer to the pirates' signals. The plunder was then transferred to the junks.

During the time the booty was being transferred, some of the leading spirits, after having ordered the engine to be stopped, went down into the engine room, ordered all the steam to be blown off, compelled the firemen to draw the fire, and then removed some of the most necessary parts of the engines, rendering the ship utterly helpless. Among other things they took away the lever of the feed pump, and a number of the brasses, and threw them overboard. They also stole in all the four boats, so that no one could leave the ship.

To complete their devilish work one of them proposed that they should set fire to the ship. Another more merciful, apparently, suggested that as they had got a good deal of plunder and the ship was helpless, they should give the many unfortunate people a chance of being picked up by some passing steamer. Happily but most unexpectedly the better counsels prevailed, and no one, so far, has lost their life by this most audacious and desperate attack. It was noticeable that the pirates took care not to call each other by their proper names, but made use of a vulgar term when addressing each other. Nearly all could speak a little English, and one of the men, who was apparently a leader, spoke English, Portuguese and Chinese.

Two of the pirates, injured the previous shooting, were taken off by their comrades. All three junks were two masted, and resembled strongly the ordinary type of salt smugglers. The two with most booty on board left first, and then the junk remaining, the most heavily armed of the three, followed. Before it did so, its occupants coolly informed those on the steamer that if they saw any signs of smoke from the funnel, they would immediately return, and fire in to her. This threat, however, did not deter the second engineer, and those under him from at once starting to provide substitutes for the missing parts of the engine and to lighten the fires. A wooden lever for the feed pump was manufactured within an hour from the time the pirates left, about half past eight in the evening, and this was very cleverly rigged up by means of lead and wire ropes and iron bolts, to the engine. We understand that this substitute was provided, under the directions of the chief engineer. To whomsoever it belongs, we give full credit for the very clever and effective manner in which the essential substitutes were provided.

When the chief officer was released, the *Greyhound* was about four miles W. by N. of the Ladrone, and he could see the three junks standing on the starboard tack, as if they were bound for Macao. Steam was got up about half-past twelve, and the steamer moved ahead again for Hongkong at ten minutes to one, and arrived here about 9 a.m. yesterday. On their arrival the Admiralty and the Police were at once communicated with, and as soon as might be, the injured men were removed to the Government Civil Hospital, where they are now doing well. About six o'clock in the evening the British gunboat *Midgy*, with a Chinese detective and interpreter and the two quartermasters who were on duty on the *Greyhound* while the pirates were in charge on board, went off in search of the pirates. Her movements are uncertain.

The murder of Capt. Syder is indeed pitiful. He was a young man, having been born in London in 1854, and was about to be married; his bride being expected to arrive here on the 6th of next month. A pathetic incident told in connection with his death. His little black dog on seeing its master attacked, made a vicious onslaught on its master's murderers, one of whom fired at and hit it three times. All three shots seemed to have grazed off the faithful animal's back.

From the above recital, it can easily be seen that the officers, crew and passengers of the *Greyhound* have had an experience which few people would envy. For over eight hours, they were completely overhauled by and at the mercy of a band of determined and reckless scoundrels, and it can easily be imagined that, as one of the crew expressed it, the eight hours' look like a week.

A man has been arrested in Macao who is believed to have been concerned in the affair, with some of the stolen property on him. Mr. W. M. Deane, Captain Superintendent of Police, and some of the passengers, went across to Macao in connection with the case this afternoon.

The following correspondence is published in Saturday's *Gazette*:—
ACTING COLONIAL SECRETARY, HONGKONG, TO H.B.M. CONSUL, CANTON.
Colonial Secretary's Office, Hongkong, 10th October, 1885.
Sir,—I have the honour, by direction of the Governor, to inform you that no vegetables have arrived in this Colony from Canton for several days, in consequence, as is alleged, of the imposition of a 'tax' on them by the Chinese Authorities.

His Excellency will be obliged by your making an early representation on the subject to the Viceroy. As a daily supply of from 40 to 50 tons of vegetables is required here, the present stoppage is a matter of very serious consequence to the Colony.

You will be good enough to refer to the correspondence noted in the margin, when you call on, on a former occasion, when a representation was made on a similar subject to the Chinese Authorities, the Superintendent of Customs expressly exempted vegetables from the category of exports properly dutiable by law.

THE VEGETABLE SUPPLY OF HONGKONG.

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Sir George Bowen is therefore of opinion that all that is necessary on the present occasion is the mention of the matter by you to the Viceroy, and His Excellency is confident that your good offices will speedily secure a return to the hitherto unrestricted supply of this important article of food.

I have, &c.,
FREDERICK STEWART,
Acting Colonial Secretary.
C. T. Gardner, Esq., Her Britannic Majesty's Consul, Canton.

H.B.M. CONSUL, CANTON, TO ACTING COLONIAL SECRETARY, HONGKONG.

Her Britannic Majesty's Consul, Canton, 14th October, 1885.

Sir,—In reply to your No. 1494 of 10th inst., I have the honour to state for the information of His Excellency Sir George Bowen, that I do not call on His Excellency, the Superintendent of Customs of this province.

Mr. Hai was good enough to inform me that the duty on vegetables has been imposed, not to raise revenue, but to prevent smuggling, many half-chests of tea having lately been smuggled to Hongkong in vegetable baskets; he promised to order that in future all vegetables and fresh fruit that have hitherto been allowed to go to Hongkong for duty shall be allowed to do so in future, and His Excellency was kind enough to promise that he would see to the matter this very afternoon. I have, &c.,
C. T. GARDNER,
The Honorable F. Stewart, Esq., Acting Colonial Secretary, Hongkong.

SUPREMACY COURT IN BANKRUPTCY.

The case of Kwok Yin Shu, bankrupt, was further adjourned for a week for the purpose of allowing an opportunity for a settlement to be arrived at.

IN SUMMARY JURISDICTION.

(Before His Honour E. J. Acland, Puisne Judge.)
Monday, October 19.

JOHN LESBURY v. JOHN WATSON KENNEDY, \$1,000.

Mr. Deacon, of Messrs Wotton and Deacon, appeared for the plaintiff, and Mr. Holmes represented the defendant.

Plaintiff's account in the employment of the defendant in a general steamship Co., and defendant is the proprietor of the Horse Repository in Garden Road, lively stable keeper, and the claim was for the sum of \$1,000 as damages for injuries sustained through the defendant's bull by the negligence of the defendant's driver.

The defendant made a statement to the effect that since Saturday last an important point in the case had occurred to him, and that was, as to whether the evidence showed that the defendant had any knowledge as to the vicious character of the horse, the bull belonging to him, and this was, of course, to read some extracts as to the law on this point.

Mr. Deacon contended that the evidence brought forward showed a knowledge by defendant of the vicious character of the animal.

Mr. Holmes submitted that no proof whatever had been shown of defendant's knowledge of any such dangerous or vicious character in the bull, and was prepared to call further evidence to prove the harmless nature of the animal in question. He was called a small boy, a European who had been in the habit of crossing the cow and bull were there. They often ran amongst them and were not afraid of the bull. It had never attempted to touch any of them. They had sometimes touched the bull on the back when it was lying down, but it did not get up or move at them.

Cross-examined by Mr. Deacon.—This bull was always the same one, a brown bull, he did not know if Mr. Kennedy had another.

When the cows were there. The mistress and the children were often about the yard when the bull was there. He had never seen the bull run at any one. Mr. Kennedy had only the one grown-up bull.

Cross-examined.—Mr. Kennedy had two bulls before, but one died this year. The one that died was a white, greyish, one. He knew Mr. Bates, who was once in Mr. Kennedy's employ. He had never heard that Mr. Bates had been hurt by one of the bulls. He had not heard that Dr. Young had been called in about an injury done to Mr. Bates by one of the bulls. Dr. Young further questioned witness did remember hearing of something of the kind about a year ago. The other bull, the one now alive, was yellow and black; it had never, so far as he knew, had a ring through its nose. This bull had never done anyone any injury. He had never heard of his running at some soldiers.

Mr. Holmes then addressed the Court for the defence, drawing notice to the fact that the only direct evidence was that contained in the statement of the plaintiff, which was on most points in conflict with that of the other witnesses and was in itself so improbable that he could not consider it worthy of credence, and he could only conclude that the plaintiff had actually been touched by the bull at all. He considered that the plaintiff must have been so confused by the fall that he was not really able at the time to remember the actual circumstances. The statement attributed to the defendant concerning the bull was distinctly denied by Dr. Young and Mrs. Kennedy, who were present at the time. If His Honour believed the plaintiff's statements, he must disbelieve those of the plaintiff, Mr. David Kennedy, Mrs. Deacon, and Dr. Young.

Mr. Deacon, in addressing the Court for the plaintiff first considered the disputed points in which the statements of the plaintiff differed from those of the defendant. He then touched upon the allegation of drunkenness on the part of the plaintiff, drawing from His Honour the remark that he thought that Dr. Young had gone into the case on this point, and was mistaken. He far on this point, and was mistaken. He believed the evidence on the points of the warning given to plaintiff by Mr. David Kennedy, to 'look out for the bull' and Mr. John Kennedy's remark that he was afraid of the bull; it was proved that defendant was aware of the vicious nature of the animal. Mr. Deacon then quoted numerous cases from the authorities upon the subject of injuries inflicted by bulls, dogs, monkeys, &c., and the compensation which might be claimed not only for actual expenses incurred but for pain and suffering and loss of health.

His Honour said that he would look over the cases mentioned, and he also wanted to consult Dr. Harlan and Mr. Woolley. The case was a close one, and he turned mainly upon the belief to be given to the opposing evidence. He would look upon it as a judgment reserved.

THE NORTH-CHINA INSURANCE COMPANY, LIMITED.

Report.—For presenting to the Third Ordinary General Meeting of Shareholders to be held at the offices of the Company, Hankow Road, Shanghai, on Monday, the 26th day of October, 1885, at 2.30 p.m. precisely.

The Directors have now to submit to the Shareholders, the Auditors, Messrs Sheel and Accounts of the Company to 30th June last.

1884.—The payments upon this account since last Report amount to Tls. 164,848.16, and the liabilities having continued to run off favourably, the Directors anticipate an available credit balance of Tls. 164,848.16, and the accounts of the Shareholders, they propose to devote to the payment of a further Bonus to Contributors, and the augmentation of the Reserve Fund.

1885.—The income of the half-year ended 30th June amounts to Tls. 71,335.44, and the amount of Tls. 252,312.42 having been paid on account of Claims and Charges, there remains a balance of Tls. 461,023.02 which is carried forward.

Resolution of Share List.—In accordance with a special Resolution passed and confirmed at Extraordinary Meetings held for the purpose, the Revision of the Share List has been deferred until next year.

By order of the Court of Directors,
ALEX. ROSS,
Secretary.

Shanghai, 12th Oct. 1884.

DARING ROBBERY AT SHANGHAI.

The Shanghai *Mercury* of the 16th inst. says:—The most daring robbery recorded in the settlements for some time past was perpetrated in one of the most frequented streets of the French Concession last night. There is a native Chinese at the corner of the Yangtze and the Bund, Rue Pottier. At about 8.15 last evening, when the five inmates of the shop in question were sitting at the counter, they found themselves suddenly attacked by a gang, consisting of about fifteen burglars, who, judging by their dress, were attempting to steal from them. Each of them was armed with a long knife; a few were also armed with pistols. Four of the shopkeepers, each holding a loaded pistol to their face, and three making the most desperate resistance, they managed to get away with a lot of gold, silver, and jewellery. The plunder with which the robbers managed to get away amounts to over \$2,000, of which about \$800 was in hard cash. One of the inmates of the shop who had escaped was armed only loaded with powder, but no other injury to the man than badly burning his face with powder. All this was done in less than ten minutes' time. The robbers, when they spilt, then took to their heels, and running along the Yangtze, they were met by a number of Chinese who tried to capture them. An Eurasian, attempting to run after one of the gang, recovered a bad cut with a sharp bamboo over his face, and a French policeman, who by this time had arrived at the scene and tried to give evidence; he, however, was fired at, but the bullet missed its mark. The whole gang then escaped into the English Settlement, where a native constable succeeded in capturing one of them; the remainder escaped. The arrested pirate was lodged at the Central Station, but he refused to give any evidence; he, therefore, was sent into the city, where tortures, no doubt, will soon loosen his tongue. It is thought that the robbers are dastardly scoundrels. Presumably they succeeded in escaping to the Soochow Creek, where a boat was waiting for them; by which they succeeded in getting away from Shanghai. However, both the French and English Police are on their track, and it is hoped that they will succeed in capturing the gang and recovering the stolen property.

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News by the Australian Mail.

The British steamer *Penice*, Capt. J. B. Peters, arrived here yesterday morning, from Australian ports. The following telegrams are taken from our exchanges:—

MR. GLADSTONE'S MANIFESTO.

London, 19th September.—Mr. Gladstone, in the manifesto issued by him yesterday states that the time for a reform of the House of Lords is distant. The legitimate influence of birth and wealth should be recognized, and he would advocate an easy transfer of power from the peers. He considers the time is not ripe for the disestablishment of the Church. It appears that the Marquis of Hartington and Mr. Chamberlain hold divergent opinions, and Mr. Gladstone leans towards Lord Hartington. There is no firmness in the foreign policy advocated by Mr. Gladstone, except as regards the Afghan question. The manifesto is considered to be moderate in tone and will not arouse any enthusiasm on the part of the Radical party. Mr. Gladstone and Mr. Chamberlain approve of the manifesto, and the latter is mitigating his recent aggressive attitude.

THE GOVERNMENT AND MR. FARNELL.

London, 18th September.—Sir Michael Hicks-Beach, addressing a meeting of his constituents at Clevedon, said that Mr. Farnell's statements, he must disbelieve those of the plaintiff, Mr. David Kennedy, Mrs. Deacon, and Dr. Young.

THE CASE OF LOUIS RIEL.

London, 18th September.—Louis Riel, who was sentenced to death at Regina, Canada, for high treason in connection with the late rebellion in the north-west provinces of the Dominion, has been reprieved, pending his appeal to the Privy Council.

London, 16th September.—Admiral Comdant advocates the despatch of an exploring expedition to the antarctic regions; to be fitted out by the Imperial Government.

London, September 15.—No final settlement has yet been arrived at between Germany and Spain with regard to the occupation of the Caroline Islands. In the event of Spain persisting in her refusal to renounce the question to arbitration, it is probable that Germany will summon a conference, comprising delegates of the powers interested, as was done in the case of the Congo question, to decide upon international rights and to arrive at some agreement for regulating trade and annexation in the Pacific. Pending the settlement of the question, the discharge of the German naval reserves has been postponed. The German warships on the Pacific are being ordered to avoid touching at Spanish ports.

London, 19th September.—The proposal of Germany for a conference of the Great Powers to deal with the Congo question, as announced in the *Pacific* is being favoured by France, but Spain is opposed to the conference unless existing rights are respected.

CHOLERA PATENT IN SICILY.

Rome, 22nd September.—Telegrams received from Sicily are to the effect that cholera has broken out in the island consequent on the inhabitants of the coastal towns resisting contact with Italian ports owing to fear of the cholera, which is now decimating the Italian cities. Troops now occupy the various railway stations and public places in force.

SOCIAL PURITY MOVEMENT IN SOUTH AUSTRALIA.

Adelaide, 22nd September.—A crowded meeting was held at the Town Hall last night, under the auspices of the Social Purity Society, to consider the Social Purity Bill. Representatives of the leading religious denominations addressed the meeting and on the motion of the Rev. Canon Chubb, Dr. Reynolds, a resolution in favour of raising the consenting age from ten to sixteen, omitting the provision that there should be sufficient cause where a man had reasonable grounds to believe that the girl was sixteen, was passed by acclamation. Powerful speeches were made and the Salvation Army took a prominent part at the meeting.

NEW STEAM SERVICE BETWEEN INDIA AND AUSTRALIA.

Brisbane, 22nd September.—The local agent of the British India Steam Navigation Company has received a telegram from Calcutta, stating that a monthly steam service is about to be established between Calcutta and Brisbane, Sydney, Melbourne, and Adelaide, also calling at North Queensland ports. The first steamer leaves Calcutta on the 10th inst. The company also contemplates establishing engineering works and shops in Brisbane.

NEW OUTRIGER EXPLORATION.

Cooktown, 23rd September.—The steamer *Herbert* has just arrived from Port Moresby. Messrs Goldie, passenger, Stuart, and Murray, who went over in the *Electra*, and Mr. Bevan, returned. The *Electra* lost her bowsprit and was towed two hundred miles by the *Elangwan* and cast off, as heavy weather was coming.

GENERAL SIR PETER SCRATCHLEY at Port Moresby when the steamer *Herbert* left on the 25th instant.

Arrangement of CONDITION OF SAMOA. Auckland, 24th September.—The Government have received further letters from King Maitiia urging the annexation of Samoa, and stating that, unless New Zealand intervenes, a civil war is certain to break out at an early date.

SPAIN'S DECISION TO PURCHASE SEVERAL FAST CRUISERS AND TORPEDO BOATS.

London, 18th September.—The Government of Spain has decided to purchase several fast cruisers and torpedo boats, with the view to strengthening the Spanish navy. At the International Telegraph Conference in Berlin, Mr. Anderson, one of the delegates, has

Merchant Vessels in Hongkong Harbour.

SHIPPING IN CHINA, JAPAN,
PHILIPPINES, AND SIAM
WATERS.

WHAMPOA.		
<i>Passenger's Name.</i>	<i>Flag & Etc.</i>	<i>Destination.</i>
Amoy	Brit.	str.
Billy Simpson	Brit.	bqg.
Eng Lee	Siam.	bqg.
John C. Smith	Amer.	sch.
Sharpshooter	Brit.	bqg.

—

CANTON.		
Kwong Wai	Chi.	str. Hongkong
Mary Austin	Brit.	str. Hongkong

Milton Brit. str. Kiangnaing
 ———
 MACAO.
 Kiang-ping, Amer. str. Canton.
 Gerda Ger. str.
 ———
 SWATOW.
 In port on October 13, 1883.

MERCHANT STEAMERS.	
Chitung	Chinese
Mongkut	British
Seewo	British

In port on October 9, 1885.
 MERCHANT STEAMERS.
 Glenarry British
 Glucksburg German
 MERCHANT SAILING VESSELS.

Caroline	Norw.	bqa.
Johann Carl	Ger.	sch.
Maria	Brit.	bqa.
Felham	Brit.	bg.

—

FOOCHOW.

In port on October 10, 1885.

MERCHANT STEAMERS.	
Nanning	British
Glamorganshire	British
Glenfruin	British

MERCHANT SAILING VESSELS.

Hak Lee Dan. bqe.
Rapsel Am. sh.

—

SHANGHAI

In port on October 9, 1885.

MERCHANT STEAMERS.		
Amoy	British	
China	German	
Clara	German	
Djemnah	French	Marseilles
Energia	British	

Fuh Wo	British	Hankow, &c.
Gileland	British	
Glenroy	British	London, &c.
Hae-shin	Chinese	
Jason	British	Hongkong
Kiang-tan	Chinese	
Kiang-yung	Chinese	

Kungwo	British	
Kwanglee	Chinese	
Menelaus	British	
Ningpo	British	
Oxus	French	H'kong, &c.
Pao Han	British	
Rohilla	British	London

Bory	British
Store Nordiake	Danish
Wismar	British
MERCHANT SAILING VESSELS.	
Advance	Siam. bqs.
Chingah	Chi. bqs. Laid up
D. ...	Chi. ...

Doretta	Siam.	bg.
Gronsvær	Norw.	bqe.
J. B. Newcomb	Brit.	bqe.
John Potts	Brit.	bqe.
Wallace	Brit.	sh.
Wand. Minstrel	Br. Sm.	sh.
Winnipeg	Brit.	sh.

NAGASAKI

In port on September 23, 1885.

Kozaki Maru Japan bqe.

YOKOHAMA.
In port on October 9, 1885.

Andreklas	Brit.	bqe.
Artisan	Brit.	bqe.
Big Bonanza	Amer.	sh.

Catherine p den Am toline.
Guam Brit bqs.

HIOGO.
In port on October 2, 1884.

Adolph	Ger.	bg.
Anna	Amer.	sh.
Hudson	Brit.	sh.
John C. Potter	Amer.	sh.
Queen Emma	Brit.	bgs.
St. Cloud	Brit.	sh.

MANILA.

In port on September 28, 1885.

Adam. W. Spies	Amer.	bgs.
Anshnac	Amer.	sh.
Colombus	Ger.	sh.

Dunstaffnage	Brit.	bqg.
Evis Reed	Amer.	bqg.
F. N. Thayer	Amer.	sh.
India	Span.	bqg.
Iolanthe	Brit.	sh.
Mabel Taylor	Amer.	bqg.
Nervion	Span.	bqg.

Obed Baxter	Am.	bq.
Prof. Johnson	Norw.	bq.
Rajah	Ger.	sh.
Rich. Parsons	Amer.	bq.
San Nicholas	Amer.	sh.
Shm Lee	Brit.	bq.
V. de Rivadavia	Span.	sch.

ILGILG.	
Aphrodite	Brit. sh.
C. D. Bryant	Amer. bqs. United States
Guinea	Brit. bqs.
Unicorn	Brit. bqs.

Wildwood	Amer.	bgs.	United States
Wilas	Amer.	sh.	
OEBU.			
Adolph	Ger.	bgs.	
Highlands	Brit.	bgs.	

BANGKOK.
In part on October 13, 1935.

Aline	Siam. sch.
O. Wattana	Siam. soc.

Doretta	Siam	bg.
Emma Muller	Gar.	bqs.
Goliath	Siam	bg.
Kim Chye Seng	Siam	sch.
Kim Soon Heat	Siam	ing.
S. Hamood	Brit.	sch.
Siam	Siam	pos.

Siamese Crown	Siam	sh.
Ta Hongkong	Siam	sh.
Titchou	Siam	fg.

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11. **REMARKS:** *See above.*